

Diesel Loco Wheels

3563. SHRI SUNIL KHAN : Will the Minister of RAILWAYS be pleased to state :

- (a) the total number and cost of Diesel Loco Wheels;
- (b) whether Durgapur or Yelhanka wheel plants can produce D.L. wheels; and
- (c) if so, the investment for Indian wheel plants is required to produce diesel loco wheels in India?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) (i) Approximate annual requirement of BG loco wheels is — 22000 nos. and the total value is Rs. 58 crores (approx.).

(ii) Approximate annual requirement of MG loco wheels is — 1700 nos. and the total value is Rs. 4 crores (approx.).

(b) Loco wheels are produced by Durgapur Steel Plant in small quantity. They supplied 597 wheels in 96-97. As per specification these wheels are required to be manufactured by forging and rolling process. Yelhanka wheel plant does not have this technology.

(c) Development of an alternate source is under consideration.

Non-Refundable Charges In Doordarshan

3564. SHRI S. AJAY KUMAR : Will the Minister of INFORMATION and BROADCASTING be pleased to state:

(a) whether Doordarshan is charging a non-refundable amount of Rs. 5000/- from the producers/copy right-holders of national award winning feature films as consideration of telecasting the same at the National Channel;

(b) whether the Doordarshan is not informing the producers/copy right-holders about the fate of their applications particularly in case of rejection; and

(c) if so, the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING (SHRI S. JAIPAL REDDY) : (a) Since April, 1997 Doordarshan has started charging Rs. 5000/- as processing fee alongwith fresh applications of feature films for consideration of their telecast on the National Network.

(b) and (c) As a matter of policy, reasons of rejection of proposals at the concept stage are not intimated to the producers/copy right-holders.

Extension of Rail Line upto Dangori

3565. DR. ARUN KUMAR SARMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a proposal for extension of railway line from Makum to Dangori in Tinsukia district of Assam was conceded

and declared by his Ministry during the last week of May, 1997;

(b) if so, the status of the project and the time by which it is likely to be commissioned;

(c) whether survey for this 30 km stretch was completed during the Eighth Plan period;

(d) the status of the gauge conversion of Rangia-Murkong Selek portion of the Northeast Frontier Railway; and

(e) the reasons for delay in the survey of the said segment?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) A metro gauge railway line already exists from Makum to Dangori in Tinsukia district. The question, it is presumed, relates to the conversion of this section to broad gauge. The conversion work has been sanctioned and would be taken up later this year after completion of the Mariani-Furkating and Simalguri-Moranhat branch line sections of NF Railway. The work would be completed in the financial year 1998-99.

(c) Yes, Sir.

(d) The survey for gauge conversion of Rangia-Murkong Selek has been taken up.

(e) There has been no delay. The section is considerably long (523 kms). NF Railway has a sizeable survey work load as a result of the Govt.'s policy to develop railway network in the NE region. The survey is expected to be completed during the calendar year 1998.

Cost of Pantograph

3566. SHRI RUPCHAND PAL : Will the Minister of RAILWAYS be pleased to state:

(a) the cost of imported pantograph as well as indigenous pantograph;

(b) whether all ABB engines pantograph have been replaced by indigenous pantograph;

(c) if so, the details thereof; and

(d) the fate of imported pantographs?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The cost of imported pantograph provided on ABB locomotives is 40,000 Swiss Francs excluding import duties and the cost of indigenous pantograph provided on CLW built locomotives is Rs. 65,000/- excluding duties/taxes.

(b) No, Sir.

(c) and (d) Initially 52 Secheron make imported pantographs were provided on 10 passenger and 16 freight ABB locomotives. As a result of some problems faced on imported pantographs, 15 imported pantographs have been replaced by indigenous pantographs. The balance 37 imported